RSSP Team Lead Meeting
30 Apr 03

Developing, Fielding, and Sustaining America's Aerospa

C-17 Depot Maintenance Partnering WG

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Mr Gym Conner

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Scope

- **Depot partnering will be much bigger than just the C-17**
  - **It will most likely become the standard way we do business in the future (F-22, JSF, etc..)**
  - **Cornerstone for C-ICP and ALC interaction**
- **Process we establish must work across all ALCs**
  - **No system unique solutions**
  - **Manpower intensive work-arounds are not acceptable for the long-term**
  - **May be necessary to get C-17 going this FY**

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Approach

- **Do not change the basic maintenance functions**
  - **Repair, overhaul and/or replacement**
- **Concentrate on the new reporting requirements for the ALCs**
  - **Based upon contract requirements the SPO put on Boeing**
  - **Expected to be similar on other weapon systems**

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New Requirements

- C-ICP (Boeing) needs visibility of where the asset is in the repair process
  - Awaiting Maintenance, In Work, Awaiting Parts, In Test
  - Collect and report on the piece parts needed for repair
    - Chips, resistors, fuses, nuts, etc
  - May want to push-back on data as a cost driver
- From the time it is shipped from the Retail supply point until it is returned to Boeing the asset must be tied to Boeing unique identifier
  - DSO Number

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Problems

- **Not all ALC(s) use the same data systems and not all use them in the same way**
  - **None set for tracking DSO's against the end item**
- **How do you track an SRU removed from the LRU**
  - **Will the repair be a separate charge?**
- **Single Government POC at each ALC**
  - **Grow into an office (MAWL?)**
  - **Manpower/Workload/Funding issues at OC, OO**
- **How does funding flow from Boeing to the ALC and then to Maintenance?**

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Peculiar ALC Tools

- OO-ALC (DRILS)
  - PC Based
    - Repair History
    - Component Parts
    - Serial Number
    - Bar Code
- WR-ALC (ROCIT)
  - Status
  - Components
    - ROCIT (MAN, Structures)
    - MRBCP (MAI, Avionics)

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Common ALC Tools

- **Inventory Tracking System (ITS)**
- **G005M**
- **D035K**

<u>Initial Finding</u>

- **If ITS were modified a combination of D035K and ITS could provide the required visibility to the C-ICP**
  - **The question is then who pays for the ITS modification and how long will it take?**

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SRU Repair

- **If a separate repair action is needed the SRU will be put back into the repair process**
  - **The original DSO will close out with the repair of the LRU**
- **A new DSO will be cut on each SRU repair when it is not part of the LRU repair**
    - **i.e. New Product Number**
  - **Each type of SRU will have its own TAT**

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Funding Flow

- **Near-term WR-ALC has developed a process for funds to flow from Boeing to Maintenance on a 206**
  - **Very manpower intensive**
  - **Issue on leaving an open-ended 206 in MA**
  - **Could SPO (or rep) just write a 206?**
- **Goal is to have workload as part of the normal 801 process**
  - **May reduce funding flexibility**

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Time Context

- **FY03 (Near-Term)**
  - **Follow work-around process as outlined by teams**
  - **Test cases on Legacy systems**
- **FY04 (Log-Term)**
  - **Use 801 process vice a 206 whenever possible**
    - **Requires at least 4 repairs a year**
  - **Use D035K**
  - **Modify ITS (Add Special Equipment Identifier (SEI) and Source of Supply (SOS)**

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Summary

- **Process has been outlined and short-term approach defined**
  - **Very manpower intensive**
- **Changes to ITS should resolve visibility issues**
- **Funding flow still needs work to make easier**
- **What appeared to be almost impossible became fairly easy when taken one piece at a time**
  - **Not really that hard to fit a C-ICP repair into out process**

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Piece Parts

- XF3 (ERRC N, P)
- XB3 EOQ Order
  - Based upon pre-established level
- XD2 (ERRC C, T)
  - Reorder as parts used or repair as an SRU
    - SRU - How do we fund for repair?

Induction

- **Form 206**
  - **Eliminate the 206 Process**
  - **MISTR**
  - **EXPRESS**
    - **Establish an 801 (Planner)**
  - **MISTR line requires minimum of 4 repairs per year; others utilize Form 206**

D035K Process Mod

- DIOH uses Doc #/RDD/SRD
  - D7_ transaction = AWP (Bit & Piece)
  - Extract AWP data (Near Term)
  - Push report through RSSP DE (Long-Term)

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Basics

- **Access to GOLD**
  - **Flat Data File (ftp)**
  - **Boeing/C-17 to upload**
- **Needed Data**
  - **Order Number (DSO)**
  - **Quantity**
  - **Part Number (P/N)**
  - **Item Status (WIP, AWP, MOBS, etc.)**
  - **Action Initiated/Taken**

Transition to Organic Repair

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- First time repair of any item/group of items
  - Use for familiarization
  - Focus on quality and process rather than schedule
  - Goal will be to meet the OEM TAT by the 2nd year (13th month and out)
- If AWP for F77 (C-ICP) item, clock will stop
  - All other SOS, the clock continues to run